

**INSURANCE.**

# Insurance

has proved its importance to the people of Norwich.

We solicit a share of your patronage.

**J. L. LATHROP & SONS**  
Up Stairs,  
88 Shetucket Street, Norwich, Conn.  
feblidaw

## FULLER'S Insurance Agency.

The Oldest Insurance Agency in Norwich.

Losses adjusted in a liberal and honorable manner.

Companies represented are among the best in the world, including:

Royal Insurance Co.  
Northern Assurance Co.  
London Assurance Corporation.  
Aachen & Munich Fire Ins. Co.  
Commercial Union Assurance Co.  
Boston Insurance Co.  
Fireman's Fund Insurance Co.  
Pennsylvania F. & M. Ins. Co.  
Springfield F. & M. Ins. Co.  
New York Underwriters.  
Aetna Indemnity Co. of Hartford.

**James E. Fuller,**  
161 MAIN ST.

feblidaw



**PITCHING OUT YOUR FURNITURE** in a frantic effort to save it always makes your neighbors laugh. Much more dignified and profitable to keep a good policy for FIRE INSURANCE in your inside pocket, then calmly walk out of your burning premises.

**ISAAC S. JONES, Insurance Agt.**  
Richards Building, 91 Main Street.  
janlidaw

**B. P. LEARNED & CO.,**

Have moved their Insurance Office temporarily to the Thames

Loan and Trust Co.

Building, in Basement

feblidaw

**NEW LONDON COUNTY**

**Mutual Fire Insurance Co.,**

of Norwich, Conn.

ESTABLISHED 1904.

Statement January 1, 1909

Assets \$2,759,422.10

Surplus \$170,121.72

Total Income \$60,364.70

Losses Paid Since Organization \$642,562.54

President, H. H. Gallup

Secretary, W. P. Lester

Treasurer, and Asst. Sec'y, William H. Prothero.

HOME OFFICE:

25 Shetucket Street, Norwich, Conn.

feblidaw

**N. TARRANT & CO.,**

117 MAIN STREET.

Fire, Accident, Health, Liability, Plate Glass and Steam Boiler ...

**INSURANCE**

## Baseball Magnates Gather for Meeting

Report Coming on Bribery Case—No Games for Local Duckpin Teams—Owen Moran Shows Class Over Langdon—Bill Collins Meets Jim Barnes Tonight—Harvard's New Crew Captain.

Chicago, Feb. 15.—Baseball club owners and managers, representing major and minor leagues in all parts of the United States, came to Chicago today to attend the meeting of the American and National leagues tomorrow. In all probability the sessions will extend into Thursday, the subjects to be discussed being of more than usual importance.

The opening session will be held tomorrow afternoon, and the adoption of schedules will be the most important business under consideration at that time. The committee appointed last fall to investigate the reported attempt at bribing Umpires Klen and Johnstone at the time of the famous game between Chicago and New York National teams will report early in the session. President J. T. Brush of the New York team is the chairman of the committee, but he will not be able to attend the meeting. The national commission will also meet tomorrow just before the two leagues go into session.

**SEVERAL RESIGNS.**  
**CUTLER ELECTED CAPTAIN.**  
Harvard Crew Captain Had Rheumatic Trouble Affecting Heart.

Cambridge, Mass., Feb. 15.—Following the confirmation today of the resignation of Captain William Roth, seven members of the Harvard crew, including a meeting of all the men who rowed in the varsity and substitute four oared races last year at New London was held, and Elliott Carr, Cutler, '99, was elected captain. Carr, rowed No. 2 in the varsity boat last year, after which he had been disqualified. He prepared at the Volkman school, where he rowed two years on the school crew. In his first year Carr went to Red Top as a substitute with the freshman eight, Cutler, who lives in Brookline, is 5 feet 11-1/2 inches in height and weighs 161 pounds.

The resignation of Captain Severance was not unexpected, as he had been suffering for several weeks with a rheumatic attack which affected his heart. This had been troubling him from before Christmas and was the cause of his resignation.

**FIRST OUTLET MARATHON.**  
Amateur Runners to Compete at Providence—Five Cups Offered.

The Providence Athletic club is sending out circulars in this vicinity, announcing the first Outlet Marathon to be run under its auspices on Washington's birthday, starting at Graystone, Providence, and ending at the front of the Outlet, Providence, distance eight miles. Entry is free.

Conditions announced for the race are as follows:

Automobiles will accompany competitors. Each runner may be accompanied by an attendant on a bicycle, to be furnished by himself.

The following valuable cups will be awarded to the first five men: First cup, valued at \$35; second cup, \$25; third cup, \$20; fourth cup, \$15; fifth cup, \$10. The next ten to finish will receive silver medals.

All runners must be registered athletes. No unregistered athlete will be allowed to start. The start of the Marathon will be from Graystone at 12 o'clock noon.

Entries close positively on Thursday, Feb. 18, 1909, at 12 o'clock noon. Athletes may get registration and entry blanks at the Motor and Automobile Bureau, Outlet Co.

**FINANCIAL AND COMMERCIAL.**

**STOCK PRICES HIGHER.**

Adjust Themselves to Level of the London Market.

New York, Feb. 15.—Prices of stocks underwent rapid readjustment today to the higher level of the London market. While the New York stock exchange was closed on Friday, the London foreign dealers were engaged in marking up prices of American securities. The clearing of the London market, the demonstration of control of the international exchanges in favor of London and the recuperation of reserves of the Bank of England served to stir the dormant speculative spirit in the London market. The subsidence of apprehension abroad has put a stop to the sending home of American securities in liquidation. Some demand for stocks for foreign account has developed. London buying quite freely here today until the rapid rise in our prices had wiped out the margin of profit on arbitrage operations between the two markets. The London market itself suffered some reaction before the day ended, owing to the swift rate of the recent importation of gold. The decision of the New York state public service commission authorizing the Erie bond issue proved quite a potent influence on the speculative market in industry in the dividend rate on People's Gas proved another influential factor in the speculation. Following the importation of gold, the London market showed the regeneration of an organization in the speculative market which has been dormant since the war. Another conspicuous center of strength was in the southern railroad group, the price being not clearly visible. Discussion of possible dividend increases was heard in the cases of some of the stocks affected. The trip of E. H. Harriman through the south and the character of a published remark attributed to him, intimating his plan for large outlays for improvement in that railroad field and his faith in the region were used with effect in furthering the advance. The importation of gold, the speculative improvement abroad was shown by the subsidence of activity after the hour for London trading had passed. By that time the market had sunk back to the level of last week's dullness. The advance was turned back also to some extent. The London market, however, continued to this result. The figures of stocks compiled by the newly formed Investor's Protective association are subjected to criticism. Another reduction in quotations for the metal today in New London and in New York, the price of gold, \$19.10, 65.00, 65.00. United States bonds were unchanged on call.

**STOCKS.**

| Sales                     | High    | Low     | Close   |
|---------------------------|---------|---------|---------|
| 2000 Amalgamated Copper   | 77 1/2  | 76 1/2  | 76 1/2  |
| 1000 Am. Can              | 117 1/2 | 116 1/2 | 116 1/2 |
| 400 Am. Oil               | 117 1/2 | 116 1/2 | 116 1/2 |
| 100 Am. Sugar             | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Tel. & Tel.      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Wire             | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Zinc             | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Lead             | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Tin              | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Copper           | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Iron             | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Steel            | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Coal             | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Gas              | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Electric         | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Water            | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Power            | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Transport        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Marine           | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Navigation       | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Shipping         | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Commerce         | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Finance          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Insurance        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Real Estate      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Hotels           | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Restaurants      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Amusement        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Entertainment    | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Education        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Health           | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Medicine         | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Surgery          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Dentistry        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Optics           | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Photography      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Music            | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Art              | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Literature       | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Science          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. History          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Geography        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Natural History  | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Botany           | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Zoology          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Anthropology     | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Archaeology      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Paleontology     | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Geology          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Mineralogy       | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Metallurgy       | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Chemistry        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Physics          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Mathematics      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Astronomy        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Meteorology      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Climatology      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Oceanography     | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Hydrography      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Nautical Science | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Navigation       | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Shipping         | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Commerce         | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Finance          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Insurance        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Real Estate      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Hotels           | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Restaurants      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Amusement        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Entertainment    | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Education        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Health           | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Medicine         | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Surgery          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Dentistry        | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Optics           | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Photography      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Music            | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Art              | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Literature       | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Science          | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. History          | 117 1/2 | 116 1/2 | 116 1/2 |
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| 1000 Am. Natural History  | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Botany           | 117 1/2 | 116 1/2 | 116 1/2 |
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| 1000 Am. Hydrography      | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Nautical Science | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Navigation       | 117 1/2 | 116 1/2 | 116 1/2 |
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| 1000 Am. Nautical Science | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Navigation       | 117 1/2 | 116 1/2 | 116 1/2 |
| 1000 Am. Shipping         | 117 1/2 | 11      |         |